

THE NATIONAL *Falcon* NEWS

THE MAGAZINE OF THE FALCON CLUB OF AMERICA

FOURTH QUARTER
OCTOBER 2022



ON THE COVER

While this photo was taken in Jonesborough, Tennessee, our featured cover car this month calls Semmes, Alabama home. Shaun Small's 1963 two-door station wagon presents the perfect color contrast to this historic cabin in the background. The magazine continues to highlight events with stories and photos from the 2022 National Meet in Kingsport, Tennessee. Articles in this month's issue include one about The Ladies Tea and another highlights the Cruise to Jonesborough (when and where this photo was taken). There you can read about the history of the area and more about this cabin. Another article shows how one family, the Lenettis, make it a family tradition to attend National Meets.

Congratulations are in order to Shaun for his recent election to a five-year term to our FCA Board of Directors. His service to the club is appreciated.

IMPORTANT MEMBERSHIP INFORMATION

The link to the monthly online magazine on the website at falconclub.com is password protected and you must enter, when requested, the underlined password shown above to access the online edition.

For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—please contact membership@falconclub.com. To place a classified ad, email editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

IN THIS ISSUE

President's Message	3
Rare K-Code '65 Falcons	4
Leonetti Family Tradition	6
2022 Ladies Tea	8
Blast from the Past	11
2022 FCA Business Meeting	12
It's Only A Car	16
Upcoming Events	19
Holley Sniper Autolight 1100 . .	20
Cruise to Jonesborough	22
Where Did the Bumper Go? . . .	26
Classifieds	28
Advertisers	31
2023 National Meet Registration Form	32

To access the online
magazine, technical articles,
and membership directory,
use password FCA1979!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.



Jim Guthrie
FCA President

PRESIDENT'S MESSAGE

As I write this, the new website is not online, but coming along and will be available very soon, if not already up as you read this. Online registration for the 2023 National Convention and Meet is delayed as well. Registration is open by snail mail and you will find a registration form included on the back cover of this issue and on the club's

Facebook page. The form also includes hotel information and reservations are open there as well.

If this this doesn't work for you, send me an email, and I will e-mail the form to you.

The holidays are fast approaching and it won't be long until the weather slows us down for the winter.

It has been a busy year with a wide array of car activities both within the club and from outside events. Thank you to all of the chapters that sponsored or will sponsor regional meets, picnics, cruises, and car shows, as well those who attended events to show their Falcons to the car community at large. This year we had events from California to the Carolinas, from Texas to Minnesota. It is not too soon to begin planning for next year.

Welcome back Northlands Chapter. We've missed you.

Whether you are showing your cars throughout the Fall and Winter, or just putting another coat of wax on it for the holidays, enjoy yourselves and your Falcons and Rancheros. Be safe and healthy and take those young folks along for the ride.

Jim Guthrie (FCA #12897)
guthriejasr@gmail.com
816-288-7469



EXTREMELY RARE CANADIAN K-CODE '65 FALCONS

FROM JEFF KOCH (REPRINTED FROM JANUARY 2022 ISSUE OF [HEMMINGS MOTOR NEWS](#))

Ford's early Falcon-based Mustang had plenty of power available—not least of which was the legendary “K-code” 271-hp 289-cubic inch V-8. A solid-lifter cam, 10.5:1 compression, special heads with smaller combustion chambers, low-restriction exhaust manifolds, two-inch dual exhausts with a crossover pipe and low-restriction mufflers, beefier main bearing caps, and a carburetor that flowed 595 cfm were the hard parts that got the performance nuts drooling. But the package was much more: it also included a dual-point, centrifugal-advance distributor, Autolite BF32 plugs, a water pump with fewer vanes, a fuel pump with an extra spring, a larger-diameter alternator pulley, and a special four-blade cooling fan, as well as larger-diameter rod bolts and a counterweighted crankshaft, all to help the K-code mill rev to its 6,000 rpm redline repeatedly without issue. A chrome

dress-up kit belied the seriousness of the package. No power steering, power brakes, automatic transmission, or air conditioning could be specified with the 271 hp engine in 1965; there was only a Toploader four-speed and a nine-inch rear filled with a series of increasingly hairy gearsets, clear up to 4.11:1. Such were the guts of Ford's Hi-Po package, as it became known.

Despite shared mechanicals, Ford refused to drop the K-code 289 into Falcons—doubtless so it could keep pumping out pony cars by the gross. But Ford of Canada, whose assembly line pumped out Falcons rather than Mustangs, announced that the K-code engine was available in all Falcon models, except station wagons, sold in Canada for the 1965 model year. Per a letter sent to the NHRA's National Dragster by Ford Motor Company of Canada,

all were equipped with the Toploader four-speed, heavy-duty suspension, 10-inch drum brakes, and Traction-Lok, which was unavailable even on '65 Mustang K-codes. All would be special orders, and indeed research indicates that a total of seven were built through the end of July, 1965. Seven. This is one of the seven.

It was special ordered through Westown Motors in Tilbury, Ontario, and remained a dealer-owned car as it was raced; Louis Rivait was the shoe, but Robert Daigneau, a principal at Westown, was the keeper of this particular machine. They chose the Falcon, presumably to stand out from all of the Mustangs clogging up the track, but we'd be naive if we didn't also suspect that the bare-bones Falcon may have been lighter or closer to a weight break

than a comparably equipped Mustang. In those days it was black, with a Palomino interior, had a blueprinted 289, headers, and slicks, and ran a best of 12.88 at 107 mph. Today, restored to street duty, the original color scheme has been changed to what you see here, the chromed, styled-steel wheels are from a later-'60s Mustang or Torino (though the caps don't say GT), and the rear gear was swapped out with a more highway-friendly 3.25:1 substituting for the factory-installed 3.89:1.

A K-code Falcon could have been a performance legend. It also could have eaten into Mustang sales—which is likely the reason Ford didn't bother doing it Stateside in the first place. As it stands, the 1965-only Hi-Po Falcon is a fascinating glimpse into a parallel world that could have been ours... but wasn't.



SPECIFICATIONS

Engine: OHV V-8; cast-iron block and heads

Displacement: 289-cu.in.

Horsepower @ rpm: 271 @ 6,000 rpm

Fuel system: Autolite 595-cfm four-barrel carburetor (currently Holley 650-cfm four-barrel)

Transmission: Ford Toploader four-speed manual

Wheelbase: 109.5 inches

Length: 181.6 inches

Width: 71.6 inches

Height: 53.2 inches

Shipping weight: 2,366 pounds

Production: Ford of Canada produced seven 992-code Falcons for the 1965 model year: four hardtops, and three two-door sedans.

—Wally Peterson

A LEONETTI FAMILY FALCON TRADITION

At the 2022 National in Kingsport, I was introduced to Paul and Christine Leonetti (FCA #1682) along with their adult children Andrew and Amanda. What a privilege it was to talk with them and see their excitement for everything Ford Falcon.

The family is from Ocean City, New Jersey, but Amanda has now moved to the Carolinas for work. But, the family tradition continues that was again fulfilled in Kingsport this year. They have enjoyed going for years to Falcon Nationals and Regionals as a family. As kids, they were taught to love Falcons and they grew up getting to know the larger Falcon family of our Club.



The Leonetti family poses at the 2022 National in Kingsport, Tennessee with their red 1964 Falcon Sprint convertible.. At the time of this photo, Andrew is 21 years old and Amanda is 26. Andrew proudly still shows his love for Falcons as he wears a shirt that shows off his own 1965 Ranchero



The whole family in Cromwell, Connecticut at the 2001 National with their 1964 two-door blue sedan



The Leonetti's at the 2004 Keystone Chapter Regional in Bethel, Pennsylvania

As you can see from the photos, some of their family Falcon outings included attending the Dover National, 2001 Cromwell, Connecticut National, and 2004 Keystone Chapter Regional in Bethel, Pennsylvania. Not pictured, yet attended, were the 1999 National in Charlotte, North Carolina and Dearborn National in 2010. Sadly some of the photos were not available and were most likely lost in the damage of Hurricane Sandy.

As many of our original members grow older, it is refreshing to see the next generations carrying on these traditions and involving their entire families in Club events. The Falcon family lives on through the great memories these young adults have from family trips in their Falcon and with their bigger Falcon family. Thank you Paul and Chris for making these events worth remembering.

Continue to bring your children and grandchildren with you, get to know our variety of cars, and make your own tradition.

—Photos provided by
Paul Leonetti (FCA #1682)
Ocean City, New Jersey



Andrew and Chris at the Dover, Delaware Diamond National in 2009

IF YOU HAVE YOUR OWN FAMILY TRADITION THAT INCLUDES YOUR FALCON(S), PLEASE SHARE YOUR STORY AND PHOTOS WITH US. SEND THOSE TO EDITOR@FALCONCLUB.COM.

2022 NATIONALS LADIES TEA ROARING 20S MURDER MYSTERY

BY CAROL SPRINGER

The annual Roaring Twenties Murder Mystery Ladies Tea at our 2022 Falcon Nationals did not disappoint those who were able to attend. A "roaring good time" was had by all. The stunning outfits caught the eyes of hotel guest who stopped in their tracks to watch our ladies walk by in elegant gowns and flapper dresses. Adorned with hats, headbands, gloves, and so many other reminiscent of the 1920s, their appearance caused quite a stir.

Entertainment was brought to the party by a local theater group, the non-profit Lamplight Theatre. The group enhances skills of seasoned artists as well as trains new actors to cultivate their gifts and talents. They also help the community by providing services to families in need and to the homeless. They host an outreach program which provides at-risk and under-privileged students an opportunity to attend a summer camp and receive needed school supplies. At Christmas, gifts are given to families, as well as makings for their Christmas dinner. Billy Wayne's Lamplight theatre and staff are considered Kingsport's "local Missionaries" as they generously reach out to those in need within their community.

The Roaring 20s Murder Mystery told a fictitious story of George Eastman, a real-life local photographer who was instrumental in the historical growth of Kingsport. The mystery evolved as a famous actress returns to Kingsport seeking to find her blackmailer. A dinner party results



in tragedy to a character played by our own Falcon Club member Mary Wagner. Characters, including our own Jennifer VanAntwerp and multi-role playing Jan Guthrie, were each highlighted as to their own involvement and the audience was tasked with naming the murderer and motive. Friendships, laughter, mystery, and great food were certainly found in the afternoon event at the Nationals, a tradition that has been a highlight at our gathering for over ten years.





The Murder Mystery themed menu was delightful. The attendees at the Ladies Tea were given a program with the character names to mark up in order to solve the crime. Each one marked who the murderer was, what the murder weapon was, and what the motive behind the crime was. A prize was given to those who figured out all three.

FREE

Parts Catalog

Covering 1960-70
Ford Falcon/Comet

1-800-654-3247



1000s of
Items



Weatherstripping/Rubber
Interior/Upholstery
Mechanical/Engine/Trans
Sheet Metal/Body Parts
Literature/Decals
Chrome/Emblems/Mirrors
Electrical/Wiring
Brakes/Suspension
Aftermarket Parts Line

We stock & sell a complete
Inventory Line 1909-79 Ford Parts

www.ClassicAutoParts.com

8701 S I-35 Oklahoma City, OK 73149
405-631-3933 * Fax 405-834-6815
Toll Free 1-800-654-3247

BLAST FROM THE PAST

Keystone Chapter Hosts 7th Regional Meet



1996



FALCON CLUB OF AMERICA 2022 BUSINESS MEETING

SUBMITTED BY JENNIFER VAN ANTWERP

The 42nd annual Falcon Club of America (FCA) National Business Meeting was held at 2:00 PM July 16th, 2022, in the Grand Ballroom at the MeadowView Conference Resort Convention Center in Kingsport, Tennessee.

WELCOME

Falcon Club of America President Jim Guthrie welcomed all to the meeting and called on Steve Springer, Chairman of the event committee, to address the group. Steve thanked all new and existing members for coming to Kingsport and noted that if it weren't for our members and those in attendance, none of this would be possible. President Guthrie thanked Steve, the event committee, and all volunteers for their efforts in putting together the National Meet.

INTRODUCTION OF OFFICERS AND CHAPTER ROLL CALL

Introduction of Officers

President Guthrie introduced FCA Board members and officers in attendance. Denise Sword, Membership Secretary, was unable to attend.

Chapter Roll Call

President Guthrie asked Mary Wagner, Chapter Coordinator, to perform a roll call for chapters with members in attendance.

- Mountain Region (Director Kent Whisenand, Jr. was unable to attend) had the following chapters with members in attendance: Arizona and Mile-Hi.
- North Central Region (Director is Jack Ellis) had the following chapters with members in attendance: Beef State, Gateway, Lake Michigan, Metro Detroit, Mid-America, and Wheat State.

- North Eastern Region (Director John Howard was unable to attend) had the following chapters with members in attendance: Hoosier, Keystone, Northeast, and Ohio Valley.
- Pacific Region (previous Director was Mike Grant; new Director will be Ray Johnson) had the following chapters with members in attendance: Sonoma County.
- South Central Region (previous Director was Mike Sigler; new Director will be Mark Sword, Jr.) had the following chapters with members in attendance: Founders, Gulf States, Southern Coast, Bon Temps, and Music City.
- South Eastern Region (Director is James Baxter) had the following chapters with members in attendance: Suncoast, Mason Dixon, Tennessee Valley, Virginia, Southeast, and Carolinas.
- South Western Region (Director Todd Gaudin was unable to attend) had the following chapters with members in attendance: Sooner State, Third Coast, Capital City, and Heart of Texas.

President Guthrie thanked the Regional Directors for the work they do for the FCA.

APPROVAL OF MINUTES

President Guthrie called the meeting to order and asked for a motion to accept the minutes of the 2021 FCA Business Meeting.

On motion of Steve Springer, seconded by Chuck Beason, the minutes of the 2021 FCA National Business Meeting were approved as printed in The National Falcon News. The motion passed unanimously.

REPORTS

Treasurer's Report

At the request of President Guthrie, FCA Treasurer Jerry Nordboe gave the following banking summary for the period ending 6/2022: Ending balance \$3,851.14 (*Note: a detailed Treasurer's Report will be included in a future online magazine.*)

Audit Committee Report

At the request of President Guthrie, Barry Fischer reported for the Audit Committee. Barry worked with Colleen Ellis and Jim Boyer on the audit and noted that the FCA financial status is in good standing with no discrepancies, and all expenses were for the best interests of the Club.

Club Store Report

At the request of President Guthrie, Bonnie Stringer reported on the activities of the FCA club store. Per Bonnie, the store is in good financial standing. The new website will include updated shopping features for the store. Bonnie is looking for someone to train who can work alongside her to manage the club store. Anyone interested in assisting Bonnie should reach out to her at falconclub@aol.com.

Website Report

President Guthrie mentioned that FCA is still looking for candidates to fill the Internet Director and Webmaster positions, so if you are interested or know someone who may be a good fit, please reach out to guthriejasr@gmail.com. President Guthrie asked John Saindon, who has been assisting the company that is managing the website redesign, to give an update on the project.

Per John, the new website should be easier to navigate and will be mobile-friendly so you can access features from your smartphone. Updates to the club store will make it easier to purchase and view new merchandise.

Each member will be able to manage their own account, including their password and membership renewal. The new website will also feature the ability to list and shop for Falcon parts.

President Guthrie noted that any chapters whose sites are currently hosted on the FCA website would be moved over to the new platform.

Magazine Editor's Report

At the request of President Guthrie, FCA Magazine Editor Janet Wilkerson gave the following report:

Janet asked if everyone enjoyed the 2022 calendar that had been mailed out to members, and the audience applauded. A 2023 calendar will be included with the January print edition of the news magazine. She would like to include a picture of each Falcon year in the calendar, so please send high-resolution pictures to editor@falconclub.com if you would like your vehicle to be featured in the calendar or future editions of the news magazine. Please also send any feedback or article ideas to her, as she is always looking for good content to include in the magazine. President Guthrie noted that the print version of the membership directory would likely begin to go out biennially (every other year) rather than annually.

NEW BUSINESS

Bylaws Changes – At the request of President Guthrie, Danny Barnhouse went through several proposed bylaws changes:

Proposal #1: Adding a Lite Modified Best of Show (Concours) award. Danny noted that around 30% of the cars that come to the National meet are lite modified, but there is no lite modified best in show award, which is why the committee is putting this bylaw change to a vote. Phil Molski gave examples of several vehicles that were in the incorrect class at this event and should have been

modified rather than lite modified, so if they were properly classified, there would have been less in that category. Danny noted that if a car is in the incorrect class, he and many others won't vote for it. Jeff Schira stated that the classifications are listed upon registration and on the back of the ballot and that FCA uses a voluntary class system, so much of it is based on the honor code. He agrees that if you see something in the wrong class, don't vote for it, but kicking people out of the class will cause resentment rather than people wanting to participate in the club. Mark Sword, Jr. believes that adding more awards and classes creates additional stress and financial burden on the chapters if they are hosting a National meet. Jeff Schira agrees that adding too many more classes and awards would cause issues, but he doesn't believe that this addition is too much of an expansion.

Danny Barnhouse made a motion to vote on Proposal #1, and the vote was taken by a show of hands. By over two-thirds majority vote, the motion passed.

Proposal #2: Opening the Concours class to any past winner of Best of Show at a National Meet. Danny shared how in the past, with the criteria of the last 3 year's winners, not many cars have attended. With this change, each would be awarded a one-time-only grill badge or medallion, and the owner would be acknowledged at the banquet. Mark Sword, Jr. wanted to confirm that the wording was being changed to take out the 3 previous year requirement, so if you win that section best in show modified, lite modified, or another category, you can never win that again. Danny confirmed that yes, that's what the changes would mean. Once you've won best in show, the next show you would be in the Concours class and would receive the grill badge or medallion and recognition at the banquet.

Danny Barnhouse made a motion to vote on Proposal #2, and the vote was taken by a show of hands. By over two-thirds majority vote, the motion passed.

Proposal #3: Start an award for members under 30 years of age. Their car would still show in the class that it pertains to. It would be an additional voted on award similar to Ladies Choice. Per Danny, the vehicles would be marked with a colored tag or some other indication so voters were aware that the owner was under 30 years of age. Similar to the Ladies Choice award, the vehicle with the highest vote count would win. Wally Peterson asked how many of these awards would be given out at the show, and Danny confirmed that it would just be one award. John Kechter asked if all members in attendance would be able to vote, and Danny confirmed that yes, all would be able to vote for their choice.

Danny Barnhouse made a motion to vote on Proposal #3, and the vote was taken by a show of hands. By over two-thirds majority vote, the motion passed.

Proposal #4: This proposal had to deal with wording revisions in the bylaws, including changing "Convention" to "Meet" and updates for the previously approved proposals, such as removing "three" and "of the three" as it pertains to proposal #2. Gary Zenz asked for confirmation regarding which wording was being deleted and which was being added, and Danny confirmed that additions were in blue and deletions were in red. Jim Kleeman believes that the group needs to look at better defining late modified, because there are many modifications being made for safety reasons. Danny took note and stated that this could be addressed at a future meeting but that the group needed to focus on bylaw changes that were in the existing proposals.

Danny Barnhouse made a motion to vote on Proposal #4, and the vote was taken by a show of hands. By over two-thirds majority vote, the motion passed.

Election of Officers and Board Member(s)

The offices of President, Vice President, and one position on the FCA Board of Directors were up for election. President Guthrie thanked Cris Bowes for her service on the Board of Directors and Rick Bowes for his service as Vice President and called on Rick Bowes to open the elections.

Nominations opened for the office of FCA President. Jack Ellis nominated Jim Guthrie, seconded by Bonnie Stringer. The membership was asked three times for additional nominations. None were given. Jim Guthrie was elected President of the FCA for 2022-2023 by acclamation.

Nominations opened for the office of FCA Vice President. Pat Varricchio nominated Mike Sigler, seconded by Bonnie Stringer. The membership was asked three times for additional nominations. None were given. Mike Sigler was elected Vice President of the FCA for 2022-2023 by acclamation.

President Guthrie advised that there was one position on the FCA Board of Directors that was up for election with a five (5) year term.

President Guthrie asked for nominations for the five (5) year term on the Board of Directors. Bill Poole nominated Shaun Small, seconded by Trey Blum. The membership was asked three times for additional nominations. None were given. Shaun Small was elected by acclamation for a five (5) year term on the Board of Directors, and his term will begin September 1, 2022.

2023 National Meeting

President Guthrie updated the members on the 2023 FCA National Meeting to be held in Overland Park, Kansas, July 13-15, 2023. Stay tuned to the falconclub.com website for additional details.

Adjournment

There being no further business, the FCA Annual Business Meeting was adjourned at 2:57 PM.

1960-70
Ford
Falcon

FREE!

1960-70 Ford Falcon & Mercury Comet Parts Catalog!

OVER
7,600
PARTS!

Easy Online Ordering
Sign-Up For Email Deals:
• Free Shipping • 5%-15% Off Orders
• Product Sales Each Month
ALSO, WEB Only Specials!





ANTIQUE AUTO PARTS
Parts for Falcons/Comets



• Body & Sheet Metal
• Doors & Parts
• Brake Parts
• Seat Covers
• Electrical & Wiring
• Engines
• Carb & Fuel Systems



Use Code: FNR30 - Ford Falcon/Comet (60-70)
*(\$5.00 each for international postage)

Your One Stop Source For Quality Parts and
Accessories for your 1909-70's Ford & Mercury

877- 230-9670

MacsAutoParts.com/fn

15

IT'S ONLY A CAR

BY LYNDA MOLTON; SUBMITTED BY JEFF SCHIRA



"IT'S ONLY A CAR." Those were the first words Bill said to me this morning, when I said that the Vehicle Transporter would be here soon to take his "baby"—his 1970½ Ford Falcon to its new home in Mansfield, Texas. Overcome with sadness to see the Falcon go, Bill said to me, "It's Only A Car."

Bill finally has sold his 1970½ Ford Falcon. For many reasons, one being our age, we felt it was time to find it a new home. But we needed it to go to someone who would love it and appreciate it like he has all these years. Our kids would love to have had it but there was one problem—one car, four kids. With that situation, we put the word out that it was for sale.

Bill was born in Paris, Arkansas and raised in the area just outside of Paris. He graduated County Line High School in 1966 and after graduation, enrolled in the Auto Body Class at Arkansas



Valley Vocational Technical School in Ozark. He was in the first class to attend this new school. He had always loved cars—all cars—and he especially loved building unusual and fast cars.

On August 10, 1967, he married his high school sweetheart. He worked locally in a Body Shop in Paris and in Ozark. Everything was going well until... JANUARY 5, 1968, when Bill received his draft notice. By the end of January he was headed out to boot camp in El Paso, Texas and that led him to one of the

biggest wars of our history, Vietnam. He spent 15 months there encountering everything you can imagine, but finally in September of 1969 he returned home to Cecil, Arkansas where I was waiting for him and we once again started our life as husband and wife.

He loved his cars and enjoyed his work. He worked locally for a few years, but after being

diagnosed with PTSD caused by the war, he found it was hard to be around people. As a result, he chose to build his own Body Shop at our home here in Cecil. Bill Molton Body Shop was opened, and his reputation as the best auto body man around kept him busy, paid the bills, and provided for us to raise four kids.

There was always a project car of some kind in his shop, which he'd work on in his spare time. He had spotted an old white Ford running around in the neighboring town of Paris and he watched this car closely. Most did not know such a vehicle was made. But Bill Molton knew exactly what it was. It looked just like a Ford Torino, but it wasn't a Torino at all; it was a 1970½ Ford Falcon. He watched it for quite some time and never told anyone what it really was. A man Bill knew bought the car from a girl. Even he thought it was a Torino. (The Falcon emblems were in the trunk of the car, and he never even knew it.) He only wanted the motor and transmission out of the car to put in something else.

Bill went to this guy and asked him if he would sell the car to him, and he did. I remember when he brought that old "ugly" white car home on the trailer. It was hard to visualize or imagine it turning out to be the beautiful

car it is today. But Bill worked very hard on his project for years, trying to get it running and ready for the road.

He bought a donor car to get the parts he needed to put in the Falcon. It was a 1971 Torino Cobra. Bill was about 39 years old when he started building the Falcon.

He took the car completely apart, taking off the doors, deck lid, hood, front fenders basically stripping it so he could change colors of the car. He purchased a '70 model Mustang to get the 429 motor and C6 Transmission out of to put in the Falcon. Once he had this work all completed, he then put in an all new interior. The car was looking beautiful, and Bill was so very proud of it. It took several years for Bill to complete the work on the Falcon.

By 1995 it was on the streets and running. He didn't use it for everyday driving; it had a fast motor in it and he took it to a drag strip a few times, basically to show it off.

As I said the car was beautiful, classy and fast. It would run a quarter in the low 10's. He only ran the car a few times because it was so rare he didn't want to chance wrecking it or damaging it. And so it became, as I began to call it, his "baby."



Our youngest son, Gunnar was born in 1993. I remember Bill telling the story of taking Gunnar, who was a little over two, for a ride in the Falcon. Gunnar was standing in the seat right beside his dad, and said "Go fast daddy," and fast they did go. Bill pushed the pedal to the floor, and as it took off "fast," just as Gunnar wanted. It gave him a jerk and Bill grabbed him by the arm as he was going over into the back seat. Yes, it was a fast car. A car that Bill Molton poured many hours of blood, sweat and tears into. He always took pride in his work, and would never have settled for less than the best. The old Falcon has been in our family for at least 35 or more years.

Bill tried taking it to a few local car shows back then, but no one even knew what the car was and the judges would just overlook it and go to something that was more common and cars that they knew more about. Each time he brought the car back home and only drove it on special occasions.

In 2009, he did take the car to an All Ford Car Show sponsored by Randall Ford in Ft. Smith, Arkansas. The Falcon was a huge hit at this show, and won the "People's Choice and Favorite Car of Show" award.

The car has always been kept in a garage. Bill drove it a couple times a month to keep battery up and make sure everything still worked on the car.

This year has been a bad year for Bill. He was hospitalized and is still trying to get over his surgery and get some strength back so he can again enjoy working in his shop. His next project is the car that we dated in—our 1946 Ford Coupe. We might have a few years left to enjoy it as much as we enjoyed the Falcon

The car is and has been a big part of our kids lives. Our four children and a bunch of

grandkids would all love to have had this car, but since there is only one car, we decided we had to do it this way. It needed a new home / where someone will take care of it, love it and appreciate it for what it is, the way Bill has all these years.

The day came for it to head for it's new home in Texas. I admit I got a little teary eyed as I watched it hauled away down highway 41 south. Remembering the times the car had been used for kids' senior pictures, parades, and all those fun, family rides we took in the car. The Falcon even once played a role in a small movie, So many wonderful memories and so much love resides in this beautiful vehicle. And now it is off to make new memories with its new owner in Texas. So as I write this with tears and sadness, again Bill said, **"IT'S ONLY A CAR."**

—By Lynda Molton. Submitted by Jeff Schira (FCA #6235), Mansfield, Texas (the 1970½ Falcon's new owner)



UPCOMING EVENTS

September 30 – October 1, 2022
Founders Chapter Regional
Hot Springs, Arkansas
Hosted by Founders Chapter

October 14–15, 2022
Carolina's Chapter 14th Regional
Falcon Meet
Kannapolis, North Carolina
Hosted by Carolina's Chapter

April 15, 2023
Le Bon Temps Regional
Prairieville, Louisiana
Hosted by Le Bon Temps Chapter

July 13–15, 2023
2023 National Meet
Overland Park, Kansas
Register online at falconclub.com

More to come...

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

INSURING YOUR VEHICLES
FOR OVER 50 YEARS

UNPARALLELED CLAIMS SERVICE

EXCELLENT CUSTOMER SERVICE

AGREED VALUE COVERAGE

EASE OF DOING BUSINESS



**DRIVE THROUGH TIME
WITH PEACE OF MIND™**



WWW.JCTAYLOR.COM
1-888-ANTIQUE



facebook.com/jctaylorinsurance

HOLLEY SNIPER AUTOLIGHT 1100 INSTALL

BY JOHN KECHTE, MILE-HI CHAPTER'S
FALCON TRANSMISSION



I first learned of the Holley Sniper single barrel EFI system while browsing the Summit Racing catalog, and I was immediately interested. After talking to a number of people about the four barrel Sniper system on the V8's and what they thought about them both pro and con, I made the decision to invest in a system for my 1965 Futura with a 200 I6 engine. I originally ordered the system in February of 2021 and due to Covid and shipping delays I didn't receive my system until November of that year. At the same time I originally placed my order I also ordered the Holley Hyper-spark distributor to go along with it because I wanted to be able to electronically control the spark advance to improve driveability and eliminate the problems with altitude differences inherent in the type of driving that we do here in Colorado. The distributor came in right away so all I could do was put it on the shelf and wait.

I pored over installation instructions for hours to plan my installation while I waited. I nearly gave up on ever getting my system. After reading the install instructions I realized that in order to get the ECU to control the timing I would also have to purchase a CD ignition box to go along with the install. I opted for the Holley CD box due to the fact that it is a plug and play with the Sniper system.

When I began my install I quickly discovered that the plugs coming from the ECU are quite large and due to the fact that I REALLY wanted the install to look as close to original

as possible I began looking for a way to disguise them. I went to Amazon and found a nylon/plastic box that would fit the bill. When it arrived I cut a piece out of the side and made a grommet out of a piece of tubing to protect the wires and then mounted it to the passenger shock tower. The next step was mounting the bung for the O2 sensor. The system comes with a mount for this but I opted to get and weld a bung into the exhaust pipe. Next up....mounting the CD box. There isn't a lot of extra space in the motor compartment but I finally decided to use the fenderwell on the drivers side up close to the voltage regulator which is mounted to the front radiator brace. The next step was installing the distributor; with the Hyperspark it's extremely easy. A tip....while watching several YouTube videos on installing Sniper EFI they showed a very simple way to determine the compression stroke TDC. It's called a whistler and it screws into the #1 spark plug hole and as your coming up on compression stroke TDC it whistles to let you know. It's invaluable and costs less than \$20; again, Amazon to the rescue.

As I began routing all of the wiring involved I quickly knew I was going to have to run them in looms so that they had that finished look. I found a nylon mesh split wiring loom that comes in various sizes and it really gives your install that finished look. It quickly became apparent that with all of the wires that had

to be hooked directly to the battery I wasn't going to like the way it would look on the finished product. For this one I opted to install power buses to the right (passenger) side fenderwell so that there was only one wire going to each side of the battery terminals and the rest are attached to the power buses. Along with these power wires you also have to provide a switched power wire to the cd box and the ECU that has to have power even while cranking the starter and it can't be a coil wire and it can't be a resistor wire. After doing a lot of testing with a multimeter on the back of the ignition switch there is only one wire that is set up this way. The four connections on the back of the switch are: Large yellow which is the hot from the voltage regulator, red/blue tracer which goes to the starter solenoid, a red which goes to the coil + through a resistor wire (pink), and the large post on the back of switch for accessory power. I decided to eliminate the coil wire including the resistor wire because the CD box has it's own coil wire and then I ran a wire to be my switched power wire utilizing the original coil wire on the switch.

There are several of the wires that are not used on all installations and can be removed. Holley makes a kit that includes rubber plugs and a tool to remove the unneeded wires. The ones that I kept include one that controls the electric fans that I am installing for the AC, a tac wire, and another that steps up the engine speed temporarily when the AC compressor cycles on and off. **NOTE: THESE WIRES REQUIRE SPECIAL WIRING. READ THE INSTRUCTIONS CAREFULLY!**

"Next step...FUEL. There are two different options for the high pressure fuel pump that you can use. One is a Holley item that has an in-tank pump and return lines that fit into the tank where the original fuel sending unit

is. The Holly also includes a new sending unit. The second option is a frame mount inline pump. Both pumps require a fuel filter between the pump and the throttle body the inline also requires a filter between the tank and the pump. Regardless of which option you use the pump HAS to be capable of 60psi. On all installation options a 3/8 supply line and return line are recommended. On my installation I used a 3/8 supply line and I used the original 5/16 line for a return line. I had originally ordered a 3/8 line bent for a '65 Futura from Right Stuff and they said they could do it. I don't know what this line was for but it certainly was not for a 65 Futura so I ordered a 25' coil of steel line and bent my own. It was a tedious process but I am happy with the result. I used steel line to run the lines to the throttle body so that they had an original look. Between the lines from the frame to the ones on the motor there is a piece of flexible line to allow for vibration and motor torque. The return line has to expel into the bottom of the tank below the fuel level and after talking to Chuck Thudium about his installation I too removed the drain plug from the bottom of the tank and piped the return line into that. Another tip: all lines need a bubble flare to keep the pressure from blowing flexible lines off.

The unit comes with a programming handheld hook up which has wizards for initial programming and set up. After plugging in all of the necessary information, it was just a matter of starting the engine and after warmup adjusting the throttle plate.

The system learns as you drive and continuously adjusts the fuel and timing for load and driving conditions. The system was a lot of work but I am very happy with it and I think it will be well worth the investment in the future."



NATIONALS' CRUISE TO JONESBOROUGH

PHOTO CONTRIBUTORS:
JANET WILKERSON AND BILLY POPE

On Thursday preceding the 2022 National Meet in Kingsport, Tennessee, three groups of Falcons exited the Conference Center 15 minutes apart. Lining up single file, they embarked on a beautiful planned cruise through the low hills and elongated ridges that are characteristic of the Appalachian Ridge. Onlookers pulled over and watched the parade of Falcons leave the outskirts of Kingsport. Many waved or honked; others just watched with admiration and curiosity.

Upon arrival in the village of Jonesborough, Falconeers parked their cars and ventured through the town at their own pace. A variety of stores were available and some chose to grab an ice cream and sit on the street side or in front of the town's court house. Following is a little bit of information about the town for those who attend the cruise and for those of you who just happen to be history buffs. Cruise pictures are included for your enjoyment.

Jonesborough is a town in, and the county seat of Washington County, Tennessee. Its population as of 2021 was 5,791. It is considered to be "Tennessee's oldest town" whose earliest residents were Mound Builders. The Cherokee, Chickasaw, Creek and Shawnee inhabited the region when DeSoto first explored it in 1540.



In 1772, a group of European settlers formed their own government called the Watauga Association and created one of the first written constitutions in North America. Three years later, the Transylvania Company purchased land from the Cherokees. Daniel Boone, who worked for the company, blazed a trail from Virginia across the mountain at Cumberland Gap to open the land to settlement. His trail is called the Wilderness Road and became the main route to the new settlements. In 1777, Washington County was created by an Act of North Carolina as one of six counties on the western frontier in what later became the State of Tennessee.

Jonesborough was established in 1779, seventeen years before Tennessee was granted statehood. The town was named after North Carolina legislator Willie Jones, who supported North Carolina's westward expansion over the Appalachian Mountains.

"Over-Mountain men," led by John Sevier, marched over the Great Smoky Mountains and helped to defeat the British at the Battle of King's Mountain on October 7, 1780. On December 14, 1784, delegates from these areas convened in Jonesborough to approve the formation of a new state, the State of Franklin, named after one of the great leaders of the American Revolution, Benjamin Franklin. Jonesborough served as the capital of Franklin until a new capital was established in nearby Greeneville. John Sevier, one of the most influential leaders in the development of Franklin, was elected its first governor in March, 1785. Congress, however, never recognized Franklin, which was reclaimed by North Carolina in late 1788.

President Andrew Jackson was no stranger to Jonesborough. A 20-year old self-taught lawyer, Jackson was working in Salisbury, North Carolina, when the opportunity arose for him to go westward and help open court on the Cumberland



(now Nashville). Jackson came to Jonesborough in 1788 to await a caravan since traveling alone through Native American territory was dangerous. Jackson stayed in Jonesborough for nearly five months waiting for enough travelers to fill a caravan before traveling to the Cumberland to work as a public prosecutor. He lodged at a two-story log home owned by Christopher Taylor. Taylor thought his two-room home had enough space to accommodate boarders, his wife, and their 10 children. The 1788 Christopher Taylor Home, one of Jonesborough's oldest buildings, has been restored and moved to Main Street's Historic District.

Tennessee adopted a constitution in preparation for statehood, with Andrew Jackson helping draw it up. Tennessee became the 16th state on June 1, 1796. John Sevier was elected the first governor.

The Chester Inn is the oldest building original to Jonesborough's commercial district. William Chester, a medical doctor, constructed the building in 1797 to capitalize on those traveling through Jonesborough on the Great Stage Road.



Now fully restored, the wooden frame building is owned by the State of Tennessee. Many famous guests stayed at the Chester Inn during its successful days of operation as an inn including Presidents Andrew Jackson, Andrew Johnson and James K. Polk. It is reported that during Andrew Jackson's stay, he helped fight a nearby fire while wearing only his nightshirt.

Jonesborough is often considered to be the center of the abolitionist movement within the states that would join the Confederacy during the American Civil War. Quaker Elihu Embree printed his publication, *The Emancipator*, from Jonesborough. Publication began in 1820, making *The Emancipator* the first American periodical to be dedicated exclusively to the issue of the abolition of slavery. While Tennessee later joined the Confederacy, most East Tennesseans had Unionist leanings. They were generally subsistence farmers and held relatively few slaves compared to landowners in Middle Tennessee or the plantation areas of the Delta near the Mississippi River.

Dr. Samuel Cunningham, a resident of Jonesborough, was an internationally known physician and surgeon of the 18th century. Self-taught, he practiced medicine long before being licensed. Dr. Cunningham built his house on Main Street where it still stands today. Though a well-published writer and skilled surgeon, he was interested in bringing the new and efficient railroad transportation system to Jonesborough. Dr. Cunningham put his medical practice on hold for 10 years to bring the railroad to Jonesborough, serving as president of the East Tennessee and Virginia Railroad from 1849 to 1859. Cunningham and 29 other men, called "The Immortal Thirty," put their own personal properties up for collateral in order to bring the railroad to town. After retiring from the railroad, Dr. Cunningham returned to practicing medicine.

Today's Jonesborough

The Courthouse is the focal point of the downtown district. It is surrounded by a charming shopping area with a variety of quaint stores. There you will find antiques, clothing, books, locally-produced sweets, a hemp store with ice cream, and other stores offering every kind of knick knacks. The Tennessee Hills Distillery is available for a quick, free tour of the inner workings of a distillery in their historic building.

Today, Jonesborough attracts tourism because of its historical status as Tennessee's oldest town and its significant historic preservation efforts. The town's museum describes the local heritage of tobacco farming. The Chester Inn, built in 1797, still stands in downtown Jonesborough. The Jonesborough Historic District was listed on the National Register of Historic Places in 1969. The oldest surviving building, the Christopher Taylor House, built in 1777 about a mile outside of the original town limits, was relocated to a lot within the historic district.

Jonesborough is the home to the International Storytelling Center, which holds the annual National Storytelling Festival on the first full weekend in October. The festival builds on the Appalachian cultural tradition of storytelling, and has been drawing people from around the world for more than 35 years.

Sources: jonesborough.com and wikipedia.com.



WHERE DID THE BUMPER GO?

BY TOM BAILEY

IT WAS TIME

to put the 1961 Ranchero away for the winter season. I had everything in place but the Ranchero and one enclosed trailer. I have always moved this trailer into storage with the Ranchero.

On this day I hooked up the trailer and had to move it ahead 30 feet or so, the same as I had in previous years. Everything was going as planned until I reached the spot where it was to stay for the winter. All of a sudden I heard a loud crashing noise. I got out and walked around to the back of the truck to see what was up and discovered that the right rear bumper mount had broken away from the frame rail and now the corner of the bumper was laying on the garage floor. I quickly unhooked the trailer and unbolted the rear bumper and trailer hitch. I was very lucky that the bumper suffered no damage.



The rear of Ranchero is shown with the bumper removed and bumper mount welded in place.

After looking things over I found only two original production spot welds (out of the 12 that were supposed to be there) holding the bumper mount on the frame. With the tongue weight of the trailer on the trailer hitch, the two spot welds were not able to hold it up any longer.

I have hauled several smaller trailers with this Ranchero over the years without any problems. I was very lucky that this didn't happen while going down the highway. This could have happen to you also with a 61-year-old car or truck. There was no rust at all on the rail or the mount. The spot welds were defective from the factory.



The right side bumper mount as it fell off the Ranchero. This was caused by failed factory spot welds.

I drilled the drivers side bracket and frame and added the same two long bolts there as well. Now both sides will never fall off again unless someone removes the bolts and grinds out the spot welds. I don't think that's going to happen.

Everything went back together without issues. Lucky for me the rear bumper was fine and the hitch bolted back in place just like before. I just wanted to let everyone know that If you pull a trailer with your Falcon or Ranchero, you should check your mounts to be sure that they are safe to use as they are. If you have any doubt just drill through your frame rails and put some SAFETY BOLTS in place to be sure. The hour it takes may save you a lot of grief down the road. Happy motoring!

Tom Bailey (FCA #14048)
Munising, Michigan

When I returned home from our winter stay in Florida, I got to work putting things back together. The first thing I did was grind both sides of the frame rail smooth. Next, I drilled out where all the old spot welds were. It was then time to weld the bumper mount bracket in place. This part went pretty well, but to make sure it never happens again, I also drilled through the frame rail and put two 7/16 inch grade eight bolts three inches long through the mount and frame rail with lock washers and nuts as a safety measure.



The frame rail is shown after the mount came off. The clean area at the top was the only place that was holding the entire mount on. Out of about 12 spot welds only two were left holding.

If you have a Tech Tip or a modification you'd like to share with our membership, please send, along with any photos you have to enhance the article, it to editor@falconclub.com.

CLASSIFIEDS

PARTS FOR SALE

Four 14", four-bolt wheels, \$50 ea or four/\$150. 14" five-bolt wheels, very good condition, \$250. Four 14" wire wheel hub caps, very good cond, \$200. Dagenham four-speed complete bellhousing w/ shifter and floor hump, '66 Comet, \$22, \$450. 200 six-cycle engine, not running, date code C5, \$100. Stick Shift Brake & Clutch Pedals, hard wired and linkage for stick shift '63 Comet, \$22-\$50. Four-speed steering column cover, \$150. Two sets steering boxes w/shaft, \$50 each. 289 motor heads set C5AE, \$200. Steering linkage and lots of other Falcon parts Curved glass windshield for '62-65 Falcon station wagon. Call or text Don Klee, 989-550-9271. MI. 221016



Barn Find: Two old -time fiberglass hoods w/ scoops: One '64-65 Falcon/Ranchero hood w/a raised hood scoop molded in; found in the barn of a CO drag racer; used at Bandimere Speedway in the 80s-90s. One '64 Comet reverse bubble hood, also a barn find from Wyoming; has hood pin sockets, and bubble scoop molded into the hood, \$250 each, \$400 for both. Almost impossible to ship these items, so I highly suggest local pickup. Call or email Lenny at Kellogg's Garage: lenkellogg1964@gmail.com, 970-593-1964 or visit us at www.kelloggs garage.com. CO. 221012

1968-70 Falcon parts for sale. Hood latch and brace \$25. Grille assembly and headlight bezels, \$100. '68 front bumper filler, \$20, '69 front bumper filler, \$20, Front bumper brackets, two sets, \$25 each. Cowl panel \$30. '68 left front fender \$75. '69 right front fender, \$100. Heater box assembly, \$50. Battery tray assembly, \$30. Six-cylinder engine to frame mounts, \$25. Six-cylinder throttle/C4 trans linkage, \$20. '68 302 stock distributor with Pertronix conversion and coil, \$60. 302 /C4 blockplate, \$15. Email me for details or pictures at pence.brian@gmail.com. 221016

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999 1964 NOS headlight Assembly, \$300 pair. 1965 NOS Headlight Assembly \$300. pair. 1964 NOS Falcon back-up lamp kit, Pprt #C4DZ-15499-B2, \$359. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, hardtop/ sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no back-up, \$125. 1965 NOS Falcon lens, no back-up, \$125. NOS 1963-65 Falcon Sprint & Cobra California air cleaner w/ PVC Tube On The Top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/ Comet T-10 four-speed, \$695. 1963-64 Falcon/ Comet five-bolt bellhousing, \$150. 1965 Falcon/ Comet six-bolt bellhousing, \$150. 1965-66 Mustang T-10 tail shaft, \$125. New 1965 Falcon/Comet six-cylinder brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963-65 Falcon/Comet, Top loader shifter box w/linkage, \$450. 1963-65 Falcon/ Comet four-speed Tunnel, black powder coated w/ top pslate, \$399. 1963/1964 Generator Bracket, \$100. 1965 NOS Falcon Ranchero/Wagon, gas cap, \$139. 1963/1964/1965 Falcon/Comet six-cyl. valve cover, black wrinkle powder coated, \$125. 1963-65 Falcon/ Comet air cleaner, black wrinkle powder coated, \$55. 1962-63 Falcon/Comet stainless steel dash pad trim, \$125. 1964/1965 Falcon/Comet stainless steel dash pad trim, \$125. 1964/1965 Falcon/Comet AAC new gold carpet, front and rear, \$120. 1963 Falcon spears, driver condition, \$100. Rare Valvoline

bench mat, w/ a 1965 Falcon Ranchero monster truck on it, 20"x17", \$155. 1964-65 Falcon/Comet console bracket (reproduction) \$125. 1963-65 Falcon/Comet stainless steel V8 motor mount heat shields, (reproduction), \$35. 1963-65 Falcon/Comet four-speed shifter tunnel top Ring, (reproduction,) \$45. 1964-65 passenger side front fender, \$145. 1964-65 front/rear bumpers, \$165 each. 1964-65 Falcon/ Comet console, new reproduction top, all trim, \$899. 1964-65 Falcon front fender, passenger side, \$199. 1963 Falcon front fender, driver side, \$199. Tri Y headers, ceramic coated, 260/289/302, new, \$599. Hooker headers, Pro Comp, ceramic coated, 260/289/302, new, \$599. 1964-65 fiber glass front bumper new, \$225. NOS 14" spinner hub cap, \$150. Big block 3x2 set up, intake, carbs, linkage, air cleaner, filter and more, \$2,500. Ford big block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$3,500. Ford small block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale, patches, signed posters, more items, More NOS, used and Dennis Carpenter reproduction parts available, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 221016

Parting '60-'65 Falcons. 15 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Thanx for driving a Falcon! Call Steve, 360-430-0143. WA. 221018

1963 Sprint/Futura hardtop bucket seats: nice black upholstery, OEM style, nice driver quality, complete except for seat tracks, \$1,295. for the pair; '61-63 consoles, eight to choose from, \$200-\$500 each, depending on condition. '60-63 Falcon sedan "No-Mar" gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessories, \$295 for the set; '62-63 hood scoops good to excellent used condition, \$75-\$200. 1963 Sprint fender spears (no paint in the center stripe) nice driver quality, \$395/pair; 1963 Futura spears, nice also, \$395. 1963 "deluxe" fender spears, (not Futura) three sets, \$95-

\$195 per set; '62-63 fender top ornaments, restored, \$75-\$100 per pair; two 1960-61 Comet dash clusters, nice chrome, original and complete: \$195 each; '63 Comet dash cluster, needs restored but complete, \$100; 1965 Falcon horn rings (three) driver to quality to near mint; \$75-\$175 each. 1963 Comet/Falcon convertible top bows + pump (no header bow) \$495; convertible quarter windows, regulators, trim, hardware; inquire for prices; convertible "belly pan" set up for bucket seats /console, \$295. '63-65 convertible bucket seats, need complete restoration, \$600. '60-65 pedal sets, complete w/ bracket and hardware, \$195. '60-65 V8 motor mounts: frame mounts, bolts, "C" brackets and heat shields, \$200. Eight-piece set; '63-65 V8 exhaust manifolds, no cracks, \$180 per pair; five-bolt 14" stock Falcon/Fairlane wheels ('63-'67 style) 14"x5" and one set 14" x 4.5", \$70 each, a set of five for \$325; late model ('68-'70). Five-lug 14"x5" & 14"x 6" also for sale, \$70 each, \$325 per set. Four-bolt 14" x 5" 1 set of four, \$280; four-bolt 13" wheels, \$25 each, set of five for \$110. '60-65 Falcon jacks, restorable, \$100/set of four pieces; '60-65 four-door sedan doors, stripped or complete, no rust, \$50-\$150 each; '60-65 Falcon/Ranchero hoods over 25 to choose from, \$100-\$350 each. '60-65 Station Wagon tailgate cranks w/ keys in good used condition up to NOS, \$250-\$490. 1964-66 Wagon/ Ranchero gas tanks, \$200 each; 1960-62 two-speed electric wiper change-over, a set of: motor, mount, wiper transmission, linkage, bezels, \$295. 1965 two-speed wiper conversion: wiring harness, switch/bezel motor/bracket, tested and working \$295. '66-67 trunk lid, has a few dings, but solid \$150. '68-70 LR taillight surround, excellent used condition, \$95. '68-70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$200; bumper brackets for the same \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood \$300. dash cluster, great shape, \$100. We have a 35+ year collection of Falcon and Comet parts; please call/email with your needs.

Call or email Lenny Kellogg @ Kellogg's Garage: lenkellogg1964@gmail.com, 970-593-1964, or visit us at www.kelloggsgarage.com. CO. 220721

1962-63 Falcon/Ranchero front bumper \$25. 1960-63 Falcon/Ranchero rear bumper with brackets and license plate light, \$150. Two 13" X 4½" five-lug 4½" bolt circle wheel \$70. 1965 289 crankshaft, \$150; valve covers, \$60. NOS piston and wrist pin C5OE-6108-AF, \$15. 1967 289 distributor, cast number C7OF-12127-B; date 7F30, \$75. 1967 289 exhaust manifolds, \$150. NOS 302 piston and wrist pin C8OZ-6108-A, \$15. 351C 4BL exhaust manifolds, one pair, \$450. 351C A/C bracket D0ZA-2882-C, \$100. 351C engine bracket D0OE-10145-A, \$75. 351C engine bracket D1AA-2A964-AA, \$125. 351C engine bracket D0AE-OAO17-DA, \$75. Lots more 351 Cleveland parts! 390 tri power set up \$2,500. 1966 428 short block with CJ rods cast #C7AE-B \$2,800. 1967 GT 390 motor, \$3,500. 1971 429 CJ four-bolt main short block, \$4,000. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. CARTER fuel pump: cast #3939, date 5H5A, \$350. 1968-70 428 CJ /SCJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 220810

PARTS WANTED

Falcon 289 HiPo Exhaust Manifolds. Call Vic Falcone, 518-355-7756 Or vfalcon64@aol.com.

289 Hi Po San Jose built four-speed radiator, top tank is stamped: C4ZE W-MO G2 2-65. 3939-S fuel pump, I am looking for February 1965 date code. My car was built on March 24th, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB and C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-

12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken 6274 Rocky Grove, Cedar Hill, MO 63016 314-480-2556 or kslitteken@aol.com. 220810

MISCELLANEOUS WANTED

I am looking for a Ford Falcon promo dealer's model of a 1963 Ford Falcon Futura convertible in light blue, which was my daughters high school and college car in the 1980s. If you can help in my search, please contact me at Lonna@Heffingtonandassociates.com. 220924

TO PLACE A CLASSIFIED AD

- Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads will be edited as needed.
- Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 10th of the month before publication. For example, September 10 is the deadline for the October issue.
- FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.
- Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

E.R Milner, LLC
dba

MELVIN'S CLASSIC FORD PARTS

1928-31 Model A
1932-59 Ford Cars
1960-72 Galaxie
1962-71 Fairlane
1960-70 1/2 Falcon

1964 1/2-73 Mustang
1928-96 Truck
1966-96 Bronco
1970-77 Maverick
1955-66 Thunderbird

Mon - Fri 8:30-5:00
1st Saturdays 8:30-2:00
Sunday Closed

1390 Business Center Dr.
Suite 100
Conyers, GA 30094

Fax 770-761-5777
770-761-6800
www.melvinsclassicfordparts.com

P.O. Box 81729
Conyers, GA 30013

Kellogg's GARAGE

Specializing In Original Ford Falcon parts

LEN KELLOGG

3110 Wildes Road, Loveland CO 80638
www.kelloggs-garage.com

TEL. 970-693-1964
lenkellogg@lpbroadband.net

Obsolete Ford
PARTS COMPANY
"The Old Reliable"

311 EAST WASHINGTON AVE. • P.O. BOX 787
NASHVILLE, GEORGIA 31639 USA
Phone: 229-686-2470 Fax: 229-686-7125

UPHOLSTERY, PARTS & ACCESSORIES

PHONE & FAX (607) 829-8321

TREADWELL CARBURETOR COMPANY LLC
CARBURETOR REBUILT FOR CARS
TRUCKS, TRACTORS & INDUSTRIAL EQUIPMENT

JIM LEITENBERGER
OWNER

4870 COUNTY HIGHWAY 14
TREADWELL, NEW YORK 13846

Business Rate: \$150/year; Individual Rate: \$120/year. Invoiced annually. Use your own artwork or we can scan your business card to fit. Ad size is 2.4125" x 1.3785". Please send artwork or business card editor@falconclub.com.

MADE IN BEND, OREGON USA!

RHINO FABRICATION

DASH PADS, FAN SHROUDS, KICK PANELS,
CONSOLE BOX LINERS, SPEAKER POTS
AND BUCKET SEAT SHIELDS!

PART NUMBER: RF302
FITS: 1960-1963 FALCON, RANCHERO DASH PAD

WWW.RHINOFABRICATION.COM - TIM@RHINOFABRICATION.COM - (541)480-5526

INDEX OF ADVERTISERS

J. C. Taylor Antique Auto Insurance, PA
Kellogg's Garage, CO
Mac's Antique Auto Parts, NY
Melvin's Classic Ford Parts, GA

Obsolete Ford, Nashville, GA
Obsolete and Classic Auto Parts, OKC
Rhino Fabrication, Bend, OR
Treadwell Carburetor, Treadwell, NY

2023 FCA NATIONAL CONVENTION and MEET JULY 13 – 15, 2023**Doubletree by Hilton, 10100 College Blvd., Overland Park, Kansas 66320****To register online and pay with a credit card go to: www.falconclub.com/nationalmeet/****REGISTRANT INFORMATION:**

First and last name:		Guest first and last name:
Mailing Address:		City:
State and Zip Code:		First time attending? ☐ Yes ☐ No
Are you a member of FCA? ☐ Yes ☐ No If no, register as a non-member	If yes, provide FCA Number:	FCA Chapter:
Email:		Phone:

VEHICLE INFORMATION:

	Year:	Body Style:	Category (see below):	Class: (FCA By-laws section 5.6.4)
1.				
2.				

Categories: Stock, Daily Driver/Street Driven, Diamond in the Rough, Lite Modified, Modified, and Display, *** Concours Masters and *** Modified Masters***Non-voting categories subject to qualification.

Trailer Parking Requested: ☐ Yes ☐ No**REGISTER EARLY and SAVE!**

	Before June 20	After June 20	Qty	Total
Registration Fee – Non-Member No Vehicle	\$48.00*	\$53.00	_____	\$_____
Registration Fee – Non-Members with Vehicle	\$58.00*	\$63.00	_____	\$_____
Registration Fee – Member No Vehicle	\$18.00	\$23.00	_____	\$_____
Registration Fee – Member with First Vehicle	\$28.00	\$33.00	_____	\$_____
Additional Vehicles (each)	\$20.00	\$25.00	_____	\$_____
Swap space(s) (each)	\$25.00	\$30.00	_____	\$_____
T-Shirts (Men's Sizes Only)			_____	\$_____
Quantity and Size S_____M_____L_____XL_____	\$20.00		_____	\$_____
Quantity and Size 2X_____3X_____	\$22.00		_____	\$_____
Awards Banquet Ticket - Limited Availability after June 20	\$40.00		_____	\$_____
Please note any food allergies, vegetarian, gluten free: _____				
Lady's Tea – Limited to 50 attendees	\$30.00		_____	\$_____

***MEMBERSHIP REQUIRED TO PARTICIPATE – Non-member cost includes one year of membership dues.**

Liability release: In consideration of this entry being accepted, I, for myself and for my heirs, executors, and personal representatives, hereby release, discharge, and waive all claims and rights for damages that I have or may have against the Falcon Club of America; Doubletree by Hilton Hotel; and each of their respective chapters, officers, directors, employees, members, contractors and agents (hereinafter collectively called "Entities") for personal injury to me (including death) and for damage to property arising out of my participation in or attendance at the 2023 FCA National Meet. I agree to indemnify and hold harmless the Entities from all claims and liabilities caused by or arising out of my intentional or negligent acts arising out of or related to my participation or attendance at the 2023 FCA National Meet.

Signature _____ Printed Name _____ Date _____

Hotel Information: **Doubletree by Hilton**, 10100 College Blvd., Overland Park, Kansas 66210, 1-913-451-6100. Mention "The Falcon Club 2023" to get the rates of \$129 for a single/double room, plus taxes (currently 18.10 %) – cutoff date for this rate is 5:00 pm June 20th or book on-line at, <https://group.doubletree.com/e8dvss>. Send registration form with check payable to: **Mid America Chapter**, Attn: Colleen Ellis, 17860 168th St., Basehor, KS 66007. **Questions?** Contact Jim Guthrie, guthriejasr@gmail.com, 816-288-7469.